

## SALT LAKE NOT PORT OF ENTRY

Former Customs Official Talks Entertainingly on City's New Federal Office and Its Benefits.

Recent Congressional action making Salt Lake City a customs port has made many persons curious. They want to know what advantage the city will derive from such action and what the newly appointed collector of the Port of Immediate Transportation is expected to do.

Knowing that Mr. William H. Alexander, now a citizen of Salt Lake, was for several years a Surveyor of Customs at Omaha, and that he had made an exhaustive study of the customs service, a reporter for The Tribune sought and obtained a very interesting and timely interview with Mr. Alexander on this subject. What Mr. Alexander had to say to the reporter covers the points very generally inquired into by Salt Lake.

The real advantage to Salt Lake City in making this a customs district, said he, "cannot be told in a few words. The prime benefit, however, is had through the advantages of direct importation into the city. The transportation on the many points touching this matter should be furnished by the surveyor to the local merchants or a proper interest may not be displayed. The force of this suggestion can be better illustrated by my own experience.

### Salt Lake Not Port of Entry.

"During the four years or more which as Surveyor of Customs, I cheerfully gave my services to the Federal Government, in exchange for the customary emoluments, there were frequent inquiries concerning the duties of customs officials, the details of importation, and the several kinds of customs ports and offices. As I shall explain to you Salt Lake is not and cannot be made a 'port of entry,' being a long way from the coast and the border.

"In the earlier dealings of our people with foreign nations, all commercial transactions were carried on at the seaboard. Imported merchandise was received, examined, appraised, and duties determined and collected, at the several ports of first arrival. As the trade of the country developed and large business centers like Pittsburgh, Cincinnati and St. Louis were built up far inland, it became very burdensome and was a great inconvenience to inland importing merchants, to pay duties and attend to other details of importation at the seaboard. As a partial relief, sub-ports in charge of deputies were established at various small points along the coast, and later on regulations were framed by the Treasury department under which merchandise could be examined and duties determined at the port of original entry, then forwarded in bond to ultimate destination inland. There the collection of duties could be made by a customs official. These inland points were called ports of delivery.

### Desire of Inland Importers.

"What was chiefly desired by inland importers was to have their merchandise forwarded without being opened for examination or otherwise disturbed or delayed. In all these details, together with the assessment of duties, to be performed at the place of final destination. To meet this demand, Congress passed an act which conferred upon the surveyor the important powers of the privilege of forwarding merchandise, after preliminary entry had been made, without examination or appraisal, to certain of the larger inland cities. These advantages had previously been extended to called ports of immediate transportation. In this list, I am told, Salt Lake City has been entered.

"As is frequently the case in such matters, these privileges have sometimes been injudiciously bestowed, thereby creating ports at which the expense of operation largely exceeded the income, and sometime ago a bill was before Congress to abolish between forty and fifty unimportant offices.

### Three Kinds of Ports.

"We have, then, three technical designations, viz., ports of entry, where merchandise first arrives in the United States, and where original entry must be made by the importer, or some one duly qualified to represent him, either for consumption, warehousing, or immediate transportation to some other customs district. I may add, parenthetically, that if no one appears to claim the merchandise within a brief period, it is sent to some warehouse under control of Government officials, and unless called for within one year or otherwise accounted for, it is sold at auction to satisfy the Government's claim for duties.

"Next come ports of immediate transportation, to which merchandise can be forwarded for examination and appraisal, without being disturbed at the port of entry. Being transported in bond means that goods arriving at New York, for instance, must be accounted for by the collector at that port. If the importer desires to have them forwarded to another port, he must become responsible to the New York collector for duties. He must give bonds, usually in twice the amount that the duties will ultimately be paid at point of destination. The goods can then be loaded for shipment, but they must be taken in charge by a common carrier, railroad, steamship company or other institution, which is also under bonds to the Government for safe delivery to the customs officer at the port of final destination. In this way the duties are secured and the custody of goods is covered, so that the Government takes no chances. Nearly all inland and steamship companies doing important business in the United States are bonded to cover such transactions.

"When the transported merchandise is finally released for consumption, the warehouse under other bonds, certificates are sent to the New York collector, notifying him of such disposition, and the bonds are cancelled. Through all these several stages goods are under custom locks absolutely.

"Ports of delivery are those at which the customs officer has little to do but collect duties already assessed elsewhere, deliver the goods and report the transaction. New York, St. Paul and San Francisco are ports of entry. Cincinnati, Omaha and now, Salt Lake City, are ports of immediate transportation.

### Great Growth of Business.

"It may be interesting to note here that while Omaha became a customs

point in 1872 only \$10,000 in duties were collected there in the first ten years; in 1888, when it first became an immediate transportation port, duties amounted to \$30,000. I took charge of the office in December, 1889, and the third year thereafter had increased collections to \$160,000, which made Omaha seventh in rank among interior ports. This from 1 mention to show a good result of personal effort among merchants and manufacturers by the surveyor.

"Another item which perplexes people not a little is the title of the chief customs officers at the several ports. At the larger seaports there is a collector, who is the head of the department, a surveyor, who has immediate supervision of all outside details, and a naval officer, who is practically the auditor. At the smaller ports and all inland border ports no naval officer is required, and at interior ports only a surveyor is appointed, but he is clothed with all powers of a collector which are essential to the performance of duty and he really is the collector. It has been urged by the chief of the special agents' department that the term collector be applied officially to all chief customs at interior ports, and in time it will doubtless be done.

### An Erroneous Supposition.

"It is generally supposed that warehouses are furnished by the Government. This, however, is not the case, except such limited space as may be made available in or connected with the customs office, or so-called examination rooms. The Government desires importers to take out their goods and pay duties upon arrival. It, however, as is frequently the case, the importer prefers to have the goods stored a while, he can make what is called a warehouse entry, or, if previously stored at port of original entry, a re-warehouse entry. Then the merchandise may be deposited in a bonded warehouse, provided there be one, always under customs lock. The Government never relinquishes control of merchandise until duties have been paid.

### Goods May Be Removed at Will.

"Goods stored or warehoused can be taken out a little at a time, if desired, upon what are termed warehouse withdrawal entries, and duties paid only on the portion so withdrawn. This method of handling imported merchandise, especially by the larger importers, has become so common that nearly every port where any considerable amount of importing is carried on has one or more bonded warehouses. Any person having storage room which meets the physical requirements of the Government can bond the premises, but all merchandise warehoused must be under direct control of the customs officers, and no goods can be stored there except such as have been imported and are held for duties.

"In this somewhat general way I have outlined the essentials of customs service at the several ports. The details of the process of importing, invoices, bills of lading, entries, examinations and so on can be found in 'Treasury Regulations of Customs Service,' and should be looked into pretty closely by intending importers, in which, of course, they will find their chief aid from the customs officer of their respective ports."

## MITT ARTISTS AGREE TO FIGHT TRUSTS

Frisco Sluggers Go on Strike and Refuse to Fight for Purse Offered.

SAN FRANCISCO, April 9.—The "amateur" boxers want more money and won't show again until they get it, says the Chronicle. That was the ultimatum given out last night at the Pavilion Annex, where the Bay City club had advertised its monthly amateur boxing show. The lads who deserted the protecting wing of the Pacific Athletic association in the hope of finding richer pickings with the lately formed league of clubs bearing the name of the California Amateur Athletic association, have gone on a strike and declared a boycott and a lock-out, and, worse than that, vengeance upon all who take their places.

"If any of youse runs fight tonight," came the orders before the crowd arrived, "and don't get beat in de ring, you'll get beat for fair in a dark, lonely alley after de show."

With this threat rattling the separate vertebrae of each individual "amateur," the boys dared to appear held out to a man. There was no show, but there was plenty else doing to furnish excitement for the patrons who attended. For in the language of the fighters themselves, there is no "bunk" about this strike.

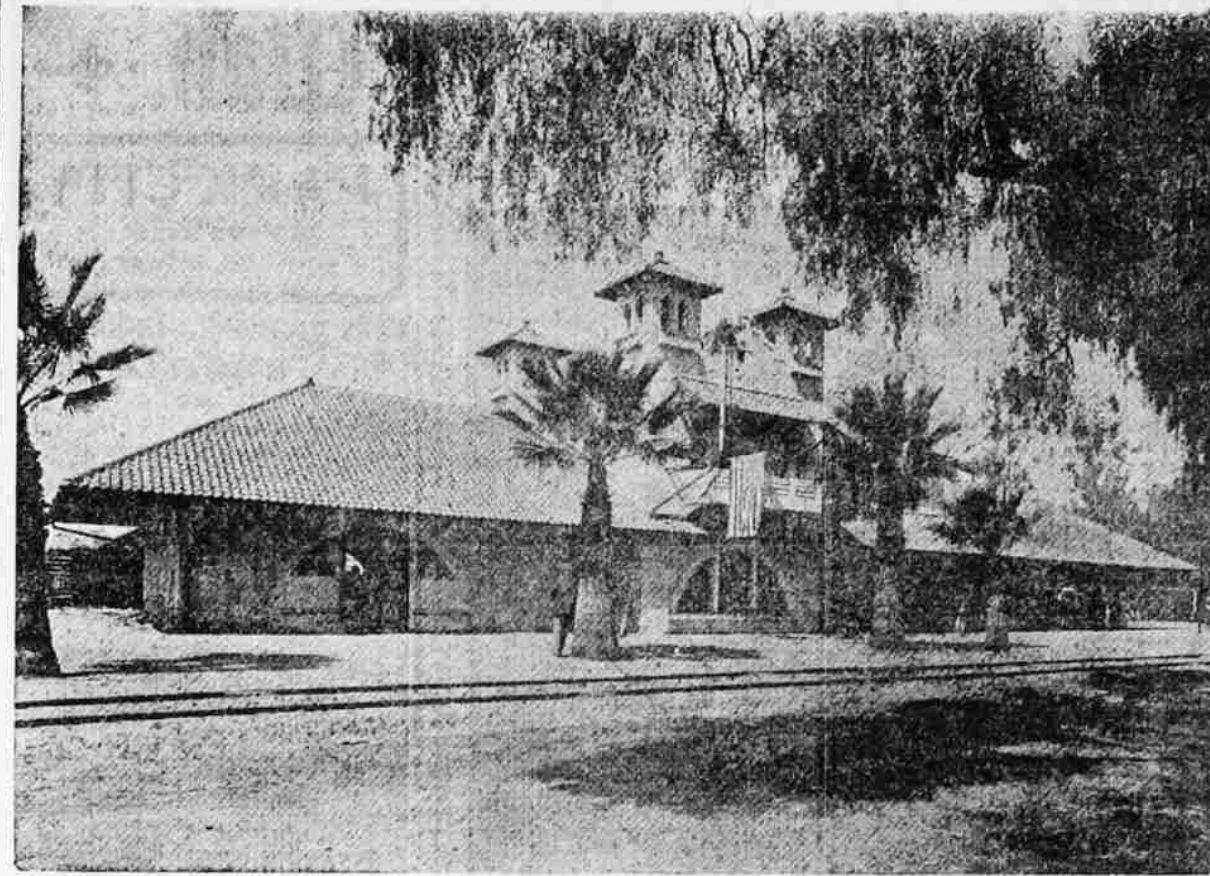
The "amateurs" have a grievance which they are not loath to state. They want more money. Instead of \$25 orders upon some store and in medals, they want \$75 in good hard coin for the main event. For the special event they want \$50, which they say is a reasonable demand for a good amateur.

Green talent, which consists of "de guys who want showed before" and "amateurs" in the apprenticeship stage in other trades, must be guaranteed \$15. These were the demands of the "amateurs," which the Bay City club refused to grant and which broke up the show last evening.

"You see, on de low down," one of the fighters explained it afterward, "de new association aint been givin' us a square deal. We used to get as much as \$100 from de old association for de main event and never less than \$50 for de special. Dis new association won't give no more dan \$25, which aint enough for a good amateur. We want some of dat mazzina dat dere makin' from us."

It may be an item of interest to some—the disclosure that the Pacific Athletic association sometimes gave "as much as \$100 for the main event, and never less than \$50 for the special."

The "amateurs" who formerly held cards showing their "amateur" standing with that organization and who now hurl anathemas at the outlaw organization claim this, and they are in dead earnest.



SAN PEDRO DEPOT AT RIVERSIDE.

THE cut represents the San Pedro, Los Angeles & Salt Lake Railroad company's new station at Riverside. Although this is one of the most handsome structures, it is typical of all the stations along the Salt Lake road, in the Los Angeles division.

They are all built in the old Spanish

mission style. As will be seen from the illustration, this new departure in station building makes the most picturesque effect possible. It will be a marked change from the ramshackle barns that mark some of the roads in the West. The roof and the flooring are all of red tiles and have the effect of looking warm, when the thermometer is at 120 degrees.

## DAVID H. MOFFAT

will hardly have any effect on it. The total length of the tunnel will be four miles. It will, besides being one of the longest in the world, be the most perfectly equipped.

Four gangs of men will be at work at the same time, one from each end, and on each way from the middle, where a big air shaft will be sunk in a natural depression on the surface. Naturally, the very latest innovations in machinery are to be used in the construction of this, which is one of the most stupendous feats of engineering even in modern times. The tunnel will be lighted by electricity, and electric motors will be used to haul the construction trains.

The track is already laid as far as Quartz creek, and it is expected that some new contracts will be let within the next two weeks.

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## ONCE I HAD A HUSBAND

Little six-year-old maidens will tell you all about it at the concert for the BENEFIT OF MRS. CHARLES A. SMITH, Salt Lake Theater, Monday evening, April 11th.

Bob Fitzsimmons marked the last day of his visit at Boston by a unique kindness in behalf of the former champion, John L. Sullivan, by hammering out a big

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